

MUTCD 2003

CALIFORNIA SUPPLEMENT

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PART 7

TRAFFIC CONTROLS FOR SCHOOL AREAS



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

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CHAPTER 7A. GENERAL

Section 7A.01 Need for Standards

The following is added to this section:

Support:

Parents, school administrators, traffic officials, civic leaders, and vehicle drivers share the responsibility of educating school pedestrians on the use of traffic control devices. Programs in the home and school to train the child as a responsible pedestrian are an important factor in improving their understanding of traffic control devices.

The words “School Pedestrians”, “Children”, and “Students” are used interchangeably and could include student bicyclists for the purpose of determining appropriate cross protection measures.

Section 7A.02 School Routes and Established School Crossings

The following is added to this section:

Policy

Support:

There is a need in each school district to establish an organization concerned with students enroute to and from school. Through such an organization, the school district can be responsibly involved in processing requests for traffic safety controls and for safety programs and can coordinate activities within and between the community and public agencies.

In order to provide a responsible administrative structure for the school area, each school district is encouraged to:

1. Assign student pedestrian responsibilities to a competent staff member and/or
2. Organize a school student pedestrian advisory committee to serve the needs of each public and private school.

Guidance:

When the advisory committee structure is used, the committee should include governmental and school district staff who has the responsibility and authority to initiate and provide programs and projects.

Representatives from the city and/or county superintendent of schools office should be the official members. Advisors should include representatives of the local area Safety Council, traffic engineers, police authorities, the Parent-Teachers Association, Automobile Clubs (AAA), plus others as needed.

Staff and Committee Responsibility

Guidance:

The duties of staff members and/or each committee should be to guide and coordinate all activities connected with the school traffic safety program, such as:

1. Establish traffic safety policies and procedures.
2. Recommend priorities for proposed improvement projects.
3. Notify the responsible agencies of school-pedestrian-traffic related issues.
4. Review and approve the various phases of the school student traffic safety program.
5. Review and process requests and complaints.
6. Promote good public relations.

The County Superintendent of School's office should coordinate all student pedestrian committees' actions in establishing and promoting uniform practices for school pedestrian safety throughout the county.

School Responsibility

Guidance:

Traffic related issues about school pedestrians on the approaches to the school should be referred to the school district or local school principal for review and transmission to the appropriate staff person or to the school student pedestrian advisory committee.

Support:

Refer to CVC 21373 for school board request for traffic control devices.

Government Traffic Agency Responsibility

Standard:

Upon request of the local school district, responsible traffic authorities shall investigate all locations along the school route and recommend appropriate traffic control measures. Refer to CVC 21373.

Section 7A.03 School Crossing Control Criteria

The following is added to this section:

Support:

Properly conducted engineering and traffic studies will determine the appropriate measures to be developed at school crossings. Types of school pedestrian measures that can be considered can include:

1. Warning signs and markings.
2. Variable speed limits.
3. Intersection stop signs.
4. Flashing yellow beacons.
5. Traffic signals.
6. Remove visibility obstructions.
7. School Safety Patrol.
8. Adult Crossing Guard.
9. Pedestrian separation structures.
10. Pedestrian walkways along the roadway.
11. Pedestrian walkways separated from the roadway.
12. Parking controls and curb-use zones.
13. Bus transportation.

Section 7A.08 Placement Authority

The following is added to this section:

Support:

The following references from the California Vehicle Code relate to traffic controls for school areas:

1. Section 377 – Limit Line.
2. Section 627 – Engineering and Traffic Survey.
3. Section 21102 – Local Authority to Close Streets.
4. Section 21368 – Crosswalks Near Schools.
5. Section 21372 – Guidelines for Traffic Control Devices Near Schools.
6. Section 21373 – School Board Request for Traffic Control Devices.
7. Section 21458 – Curb Markings.
8. Section 21949 through 21971 – Pedestrians' Rights and Duties.
9. Section 22350 – Basic Speed Law.
10. Section 22352 – Prima Facie Speed Limits.
11. Section 22358.4 – Decrease of Local Limits Near Schools or Senior Centers.
12. Section 22504 – Unincorporated Area Parking; School Bus Stops.
13. Section 40802 – Speed Traps.
14. Section 42200 – Disposition by Cities and Other Local Entities.
15. Section 42201 – Disposition by County.
16. Section 42011 – Fine Enhancement; Passing a School.

CHAPTER 7B. SIGNS

Section 7B.01 Size of School Signs

The following is added to this section:

Standard:

The standard sign dimensions prescribed in the MUTCD, Standard Highway Signs book, this California Supplement and Department of Transportation's Traffic Sign Specifications shall be used unless engineering judgment determines that other sizes are appropriate. Where engineering judgment determines that sizes smaller than the standard dimensions are appropriate for use, the sign dimensions shall not be less than the minimum dimensions specified in the MUTCD, Standard Highway Signs book, this California Supplement or the Department of Transportation's Traffic Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 7B.03 Position of Signs

The following is added to this section:

Support:

Section 2A.16 contains information regarding standardization of location for signs.

Section 7B.05 Installation of Signs

The following is added to this section:

Support:

Examples of school area signing, markings, flashing beacons and overhead school signs are shown in Figures 7B-101 through 7B-104 of this Supplement.

Section 7B.08 School Advance Warning Assembly (S1-1 with Supplemental Plaque)

Standard:

In last paragraph ("A 300 mm ...") the In-Street Pedestrian Crossing (R1-6a) sign is deleted as a stop is not required in California per CVC 21950.

This section is deleted and replaced with the following:

The School Advance Warning Assembly D (CA Code) shall be used in advance of any School Crosswalk Warning Assembly B (CA Code), unless the School Speed Limit Assembly C (CA Code) is already posted.

The School Advance Warning Assembly D (CA Code) shall be used in advance of the School Speed Limit Assembly C (CA Code).

The School Warning Assembly A (CA Code) shall be used on streets with prima facie 40 km/h (25 mph) speed limits that are contiguous to a school building or school grounds.

The SCHOOL (S4-3) plaque shall not be used alone.

Guidance:

If used, the School Warning Assembly A (CA Code) should be posted at the school boundary. Refer to CVC 22352.

Option:

If used, the School Warning Assembly A (CA Code) may be posted up to 150 m (500 ft) in advance of the school boundary. Refer to CVC 22352.

Support:

The School Advance Warning Assembly A (CA Code) does not need to be posted if there are no school pedestrians using the highway and the school grounds are separated from the highway by a fence, gate or other physical barrier. Refer to CVC 22352.

The School Warning Assemblies A and D (CA Code) are shown in Figure 7B-101.

Section 7B.09 School Crosswalk Warning Assembly (S1-1 with Diagonal Arrow)**Standard:**

The following is added at the end of Paragraph 3 (“The School Crosswalk...”):

“...a yield sign or a traffic signal.”

Paragraph 4 (“The School Crosswalk...”) is deleted as it conflicts with the amended Paragraph 3.

The following is added to this section:

Standard:

The School Crosswalk Warning Assembly B (CA Code) shall be posted at all yellow school crosswalks that are not controlled by a STOP (R1-1) sign, a YIELD (R1-2) sign or a traffic signal.

Guidance:

The School Crosswalk Warning Assembly B (CA Code) should be posted at all white school crosswalks that are not controlled by a STOP (R1-1) sign, a YIELD (R1-2) sign or a traffic signal.

Support:

The School Crosswalk Warning Assembly B (CA Code) is shown in Figure 7B-101.

Section 7B.10 SCHOOL BUS STOP AHEAD Sign (S3-1)

The following is added to this section:

Standard:

The SCHOOL BUS STOP AHEAD (S3-1) sign shall be installed in advance of approved school bus stops where a school bus, when stopped to pick up or discharge passengers, is not visible for a distance of 60 m (200 ft) in each direction. Refer to CVC 22504.

Figure 7B-1. School Area Signs**Standard:**

MUTCD Figure 7B-1 is deleted and replaced with Figure 7B-101.

Figure 7B-4. In-Street Signs in School Areas**Standard:**

The In-Street Pedestrian Crossing (R1-6a) sign is deleted as a stop is not required in California per CVC 21950.

Section 7B.11 School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S4-6, S5-1)**Guidance:**

Paragraph 2 (“The reduced speed ...”) is deleted. Refer Figures 7B-102 and 7B-103.

The following is added to this section:

Standard:

The School Speed Limit Assembly C (CA Code) shall be used on streets with speed limits greater than 40 km/h (25 mph) that are contiguous to a school building or school grounds.

Support:

The School Speed Limit Assembly C (CA Code) is shown in Figure 7B-101.

Option:

If used, the School Speed Limit Assembly C (CA Code) may be posted up to 150 m (500 ft) in advance of the school boundary.

Standard:

The “WHEN FLASHING” and specific time period messages shall not be used in school areas in California as they are not supported by CVC 22352. Hence, the Specific Time Period Plaque (S4-1), WHEN FLASHING (S4-4) and SCHOOL SPEED LIMIT 20 WHEN FLASHING (S5-1) signs shall not be used in California.

Support:

The “WHEN FLASHING” message is misleading because it suggests that the speed limit is in force only when the flashing beacons are in operation. The prima facie speed limit of 40 km/h (25 mph) is in effect based on the presence of children per CVC 22353, not on the operation of the flashing beacons.

The non-use of “WHEN FLASHING” message also addresses the situation when children are present but the flashing beacons are inoperative for any reason.

The non-use of “WHEN FLASHING” message does not alter the warrants or the use of a flashing yellow beacon or its effectiveness as an attention-getting device.

The specific time period message is misleading because it suggests that the speed limit is in force only during the time period specified. The prima facie speed limit of 40 km/h (25 mph) is in effect based on the presence of children per CVC 22353, not on the time period specified.

Section 7B.12 Reduced Speed School Zone Ahead Sign (S4-5, S4-5a)**Option:**

The following is added at the end of Paragraph 1 (“The Reduced Speed ...”):
“...the School Advance Warning Assembly D (CA Code).”

Section 7B.14 Parking and Stopping Signs (R7 and R8 Series)

The following is added to this section:

Support:

Street closures are authorized by local ordinance or resolution on streets crossing or dividing school grounds when necessary for the protection of persons attending the school. Refer to CVC 21102.

Section 7B.101 TRAFFIC FINES DOUBLED Sign (CA Code SR59)**Standard:**

When used, the TRAFFIC FINES DOUBLED (CA Code SR59) sign shall be placed below the School Advance Warning (S1-1) sign. It shall only be used in specially posted school zones in Alameda, Santa Barbara and Ventura Counties or in a city in any of these counties as specified in CVC 42011. The SR59 (CA Code) sign shall remain in effect only until January 1, 2007, unless an enacted statute deletes or extends this date.

Figure 7B-101. School Area Signs



S1-1



S4-3

School
Warning
Assembly A
(CA Code)



S1-1



W16-7

School
Crosswalk
Warning
Assembly B
(CA Code)



S4-3



R2-1



S4-2

School
Speed Limit
Assembly C
(CA Code)



S4-5



S4-5a



S1-1



W16-9P

OR

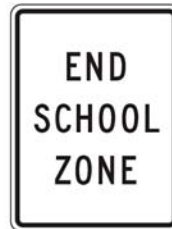


W16-2

School
Advance
Warning
Assembly D
(CA Code)



S3-1

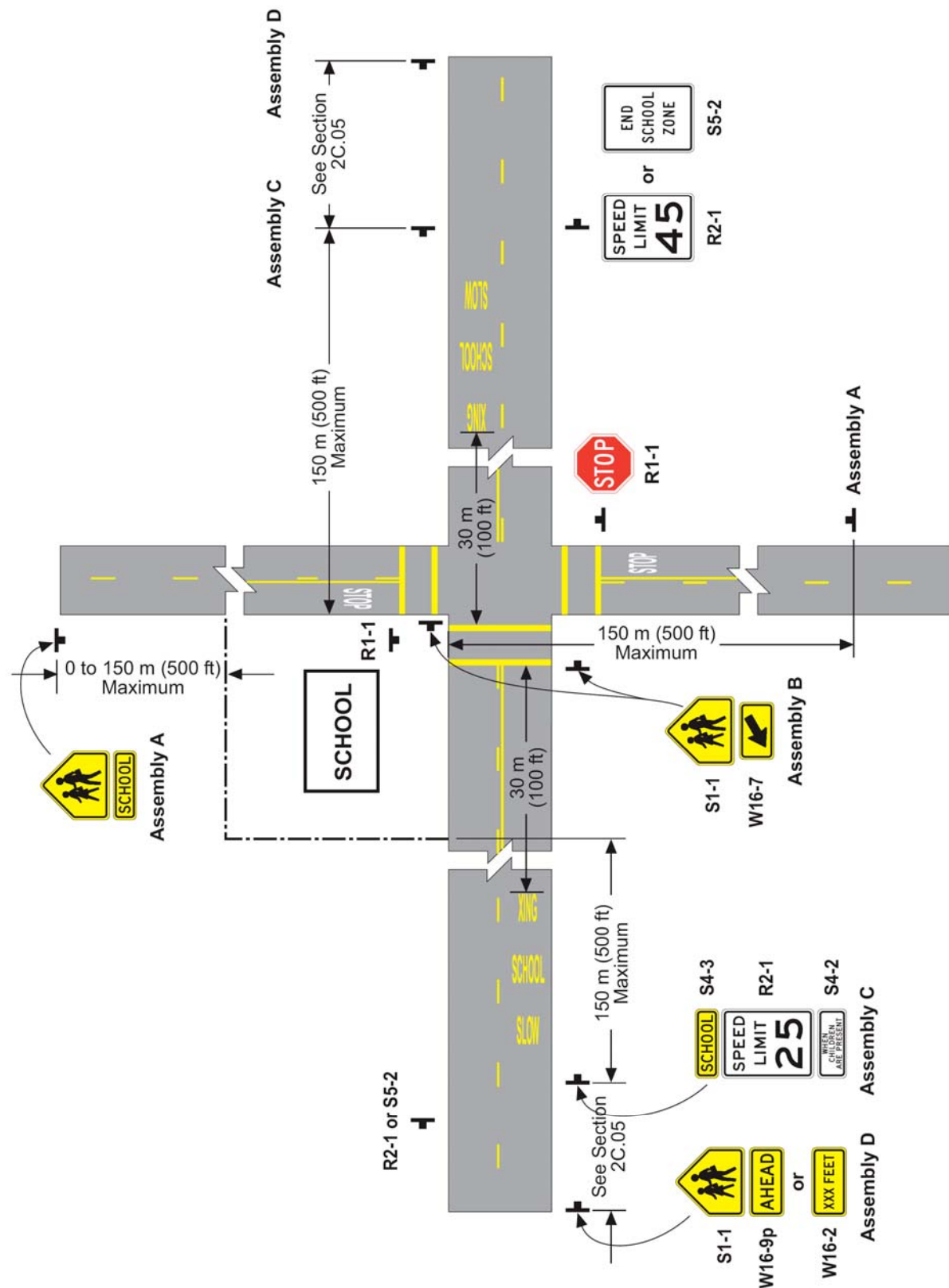


S5-2



SR59
(CA Code)

**Figure 7B-102. Example of Signing for Traffic Control in School Areas
(Sheet 1 of 2)**



**Figure 7B-102. Example of Signing for Traffic Control in School Areas
(Sheet 2 of 2)**

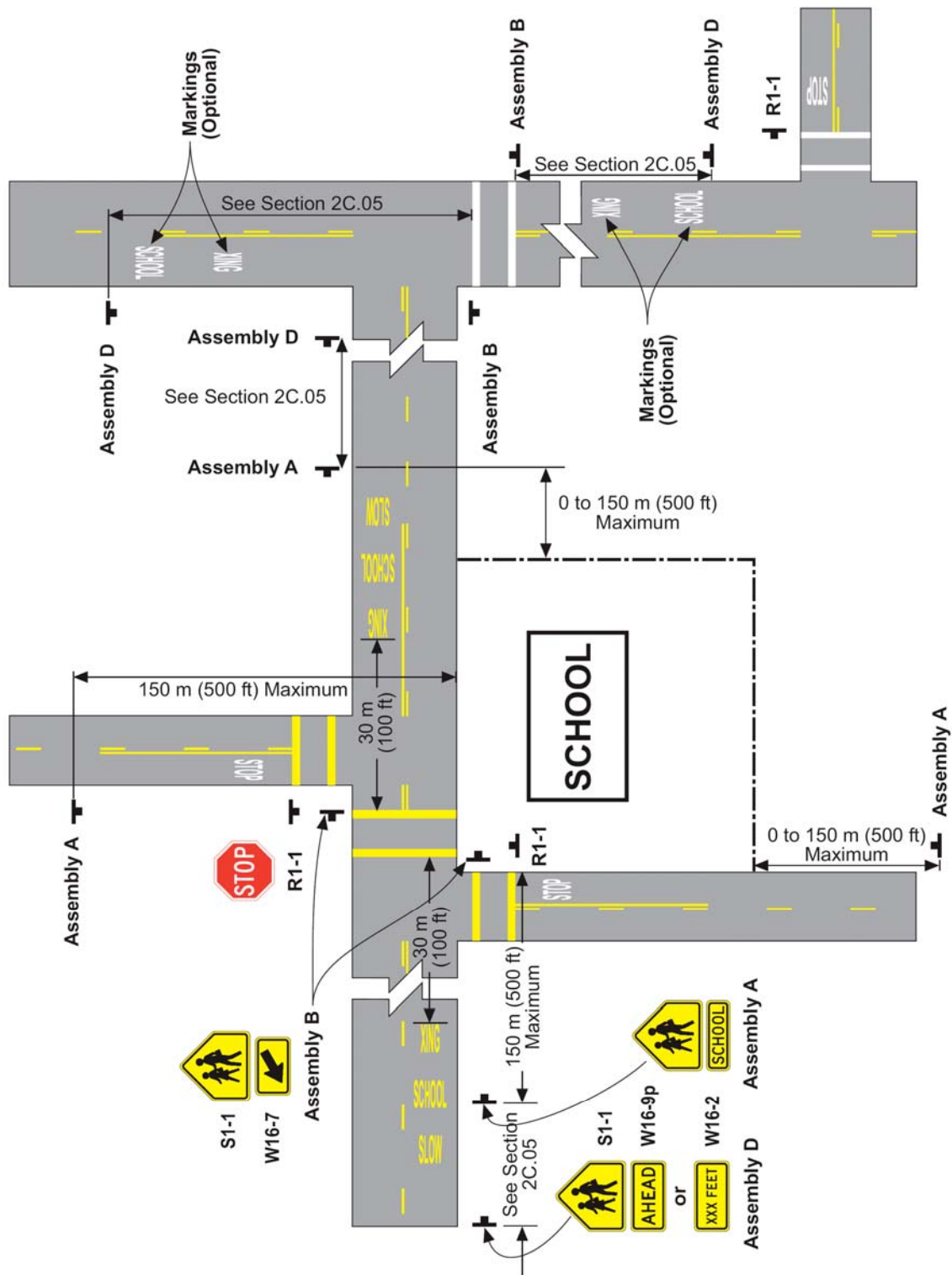


Figure 7B-103. Example of Signing for Traffic Control in School Areas with Flashing Yellow Beacons

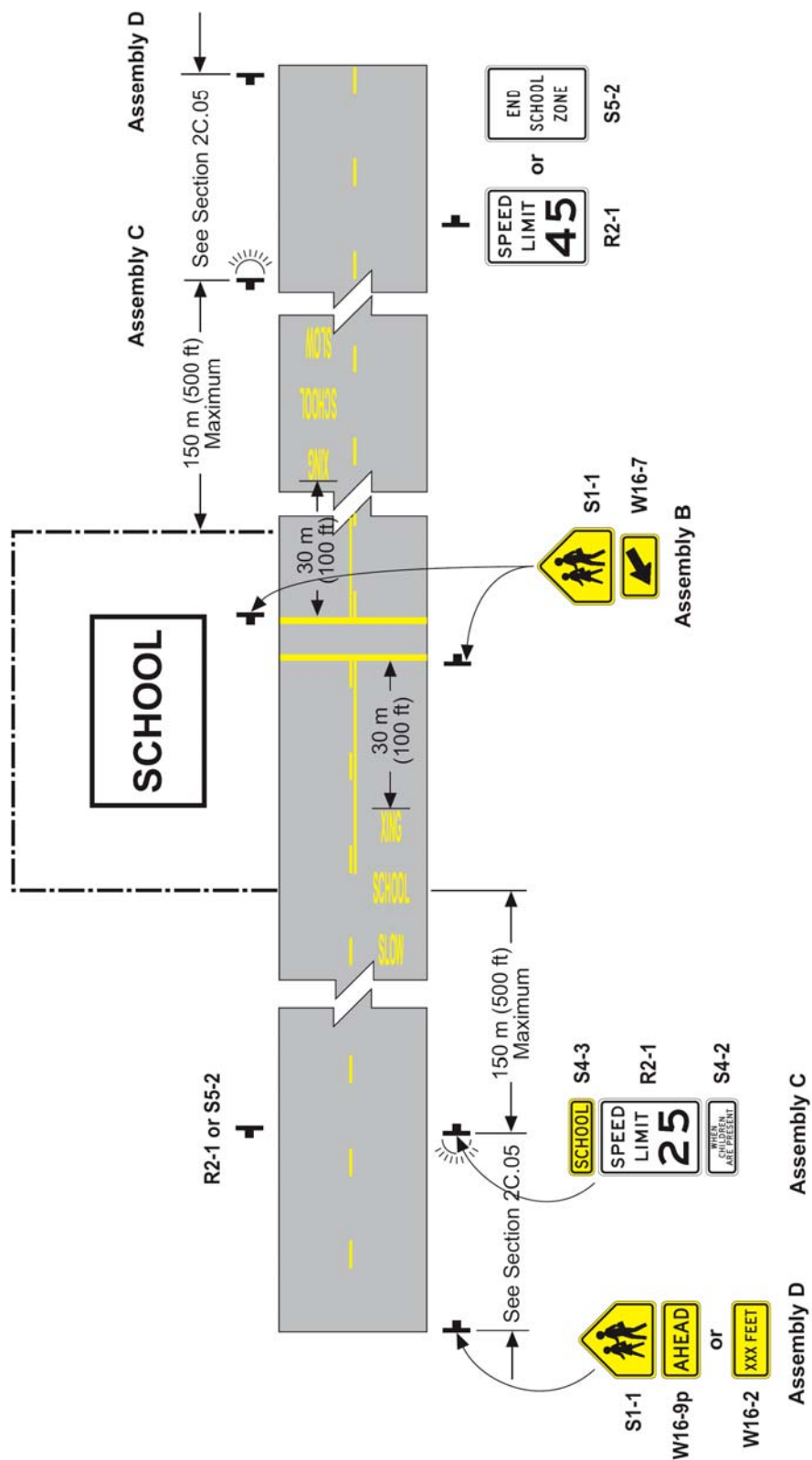
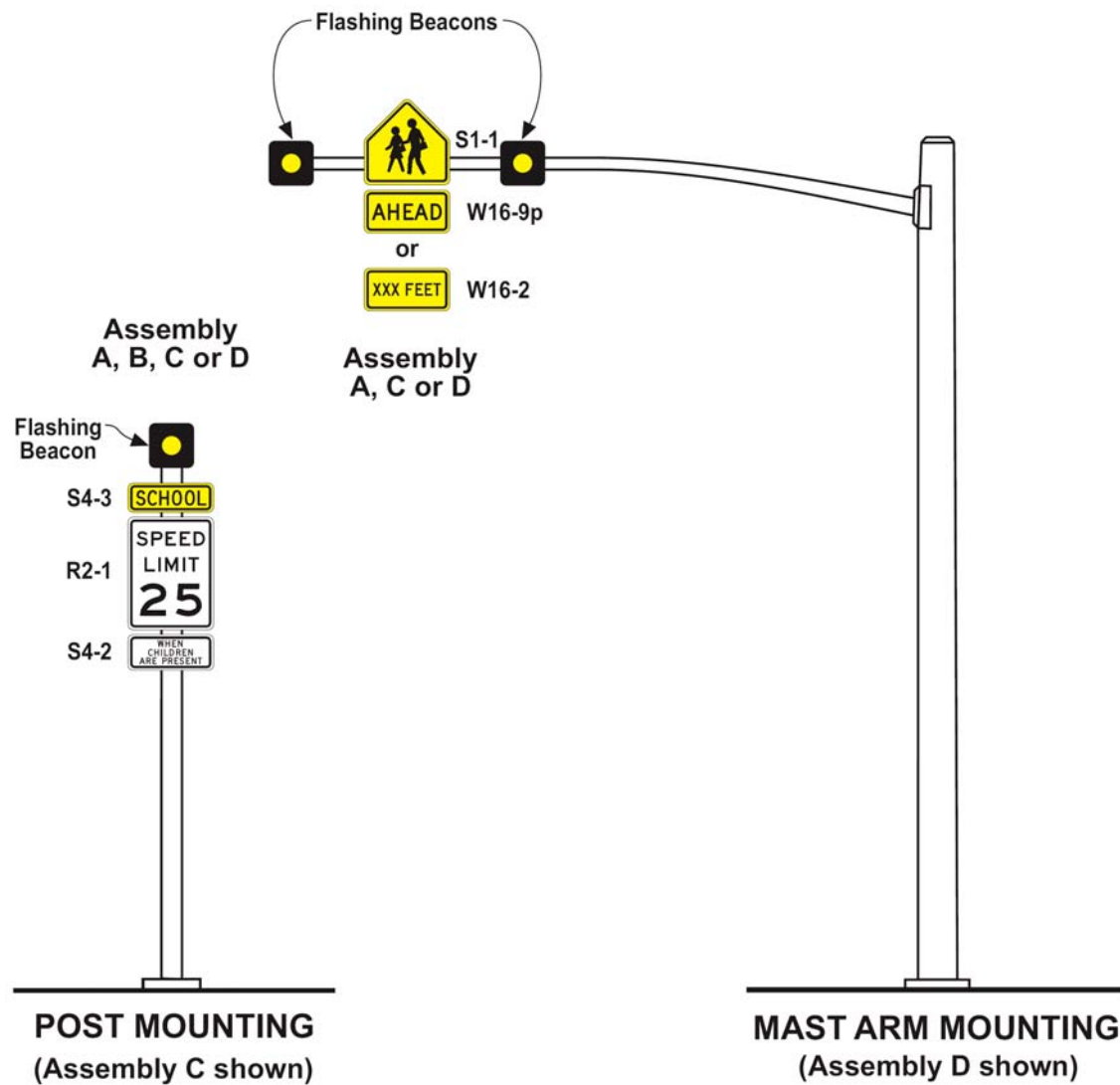


Figure 7B-104. Example of School Area Signs with Flashing Yellow Beacons



CHAPTER 7C. MARKINGS

Section 7C.03 Crosswalk Markings

Standard:

In Paragraph 4 (“When transverse...”) first sentence, the phrase “they shall be solid white” is changed to “they shall be solid white or yellow”. Refer to CVC 21368.

In Paragraph 4 (“When transverse...”) second sentence, the phrase “150 mm (6 in)” is changed to “300 mm (12 in)”

Option:

In Paragraph 9 (“For added visibility...”) first sentence, the phrase “with white diagonal lines” is changed to “with white or yellow diagonal lines”. Refer to CVC 21368.

The following is added to this section:

Support:

Examples of school area signing, markings, flashing beacons and overhead school signs are shown in Figures 7B-101 through 7B-104 of this Supplement.

Refer to CVC 21368 for crosswalks near schools.

Refer to Section 3B.17 for more details on crosswalk markings.

Standard:

Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or school grounds, it shall be yellow. If any one of the crosswalks is required to be yellow at an intersection, then all other marked pedestrian crosswalks at that intersection shall also be yellow. Refer to CVC 21368.

Option:

A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 180 m (600 ft) from a school building or school grounds. Refer to CVC 21368.

A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 850 m (2800 ft) from a school building or school grounds and there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special marking for the protection and safety of persons attending the school. Refer to CVC 21368.

Section 7C.04 Stop and Yield Lines

The following is added to this section:

Support:

As defined in CVC 377, a “limit line” is a solid white line not less than 300 mm (12 in) nor more than 600 mm (24 in) wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements.

Standard:

For all purposes, limit line(s) shall mean stop line(s) as referenced in the MUTCD.

Support:

If a marked crosswalk were in place, it would normally function as a limit line.

Refer to Section 3B.16 for more details on stop and yield line markings.

Section 7C.05 Curb Markings for Parking Regulations

The following is added to this section:

Support:

Refer to Section 2B.39 and 3B.21 for Parking Regulations.

Standard:

Paragraph 3 (“Local highway ...”) in this section is deleted. The color of curb markings shall conform to CVC 21458 as quoted below:

- (a) Whenever local authorities enact local parking regulations and indicate them by the use of paint upon curbs, the following colors only shall be used, and the colors indicate as follows:
 - (1) Red indicates no stopping, standing, or parking, whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or sign posted as a bus loading zone.
 - (2) Yellow indicates stopping only for the purpose of loading or unloading passengers or freight for the time as may be specified by local ordinance.
 - (3) White indicates stopping for either of the following purposes:
 - (A) Loading or unloading of passengers for the time as may be specified by local ordinance.
 - (B) Depositing mail in an adjacent mailbox.
 - (4) Green indicates time limit parking specified by local ordinance.
 - (5) Blue indicates parking limited exclusively to the vehicles of disabled persons and disabled veterans.
- (b) Regulations adopted pursuant to subdivision (a) shall be effective on days and during hours or times as prescribed by local ordinances.

Option:

Curb markings may supplement standard signs.

Section 7C.06 Pavement Word and Symbol Markings**Standard:**

In Paragraph 2 (“Word and symbol...”) first sentence, the phrase “shall be white” is changed to “shall be white or yellow”. Refer to CVC 21368.

Paragraphs 9 (“The SCHOOL word ...”) and 10 (“If the two-lane ...”) are deleted. If used, the SCHOOL pavement marking shown in Figure 3B-20 (CA) shall be used and it shall be restricted to a single lane.

Guidance:

In Paragraph 3 (“Letters and numerals...”) first sentence, the phrase “1.8 m (6 ft)” is changed to “2.44 m (8 ft)”.

The following is added to this section:

Guidance:

On State highways, all letters, numerals, and symbols should be in accordance with the Department of Transportation’s Standard Plans publication. See Section 1A.11 for more information regarding this publication.

Standard:

The SLOW SCHOOL XING marking shall be used in accordance with the provisions of CVC 21368 in advance of all yellow school crosswalks (see Figure 7C-101). They shall not be used where the crossing is controlled by stop signs, traffic signals, or yield signs. They shall be yellow, with the word XING at least 30 m (100 ft) in advance of the school crosswalk.

Option:

The SCHOOL XING marking and crosswalks may be used at remote locations outside of the school zone.

Support:

Remote crosswalk locations are locations near schools, which are not included in CVC 21368 criteria. Also refer to Section 7C.03.

Standard:

If the SCHOOL XING marking and crosswalks are used at remote locations outside of the school zone, they shall not be yellow (Refer to CVC 21368), but white.

Guidance:

The SCHOOL XING marking should be used in advance of all white school crosswalks.

Option:

The SCHOOL marking may be used with the School Assemblies A or C (CA Code), except at locations where SLOW SCHOOL XING markings are required.

Standard:

If the SCHOOL marking is used with the School Assemblies A or C (Section 7B.11), it shall be yellow.

Guidance:

If used, the SCHOOL marking should be located adjacent to the School Assemblies A or C (Section 7B.11).

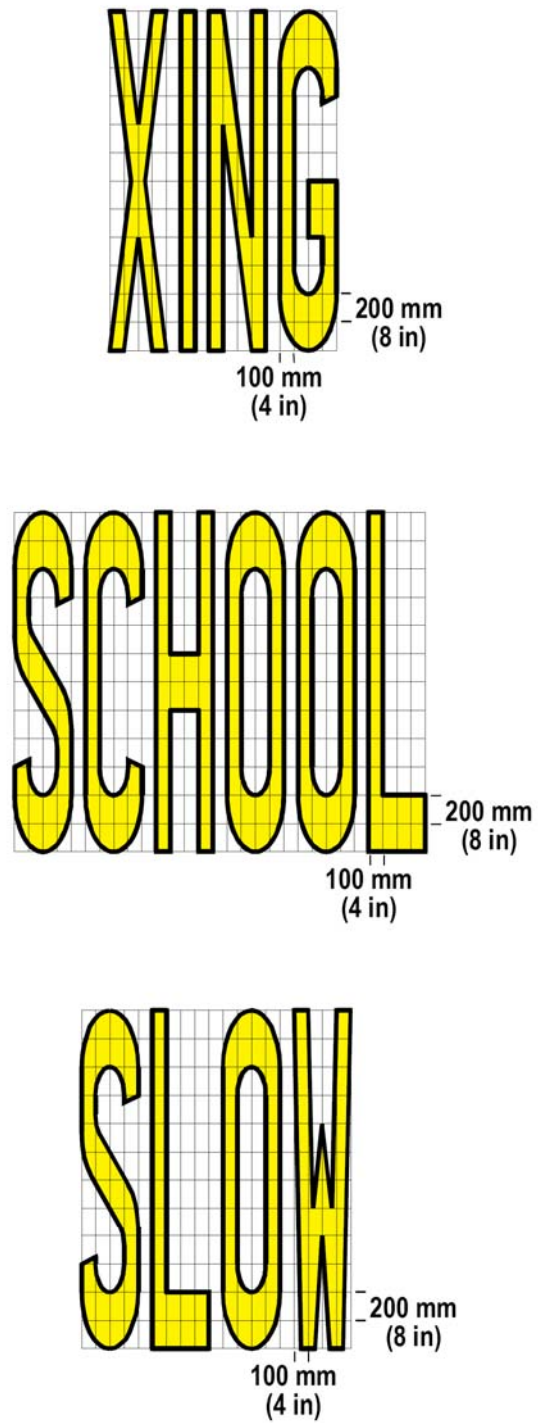
Support:

Refer to Section 3B.19 for more details on SCHOOL marking.

Figure 7C-1. Two-Lane Pavement Marking of “SCHOOL”**Standard:**

This Figure is deleted. See Section 7C.06 and Figure 3B-20 (CA).

Figure 7C-101. Pavement Word Markings for School Areas



NOT TO SCALE

CHAPTER 7D. SIGNALS

Section 7D.01 General

The following is added to this section:

Support:

Also refer to Part 4 for highway traffic signals and flashing beacons in school areas.

Examples of school area flashing beacons and overhead school signs are shown in Figures 7B-103 and 7B-104.

CHAPTER 7E. CROSSING SUPERVISION

Section 7E.02 Adult Crossing Guards

The following is added to this section:

Option:

Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

An Adult Crossing Guard should be considered when:

1. Special situations make it necessary to assist elementary school pedestrians in crossing the street.
2. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.

Criteria for Adult Crossing Guards

Support:

Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 180 m (600 ft); and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.

Whenever the critical (85th percentile) approach speed exceeds 64 km/h (40 mph), the guidelines for rural areas should be applied.

2. At stop sign-controlled crossing:

Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.

3. At traffic signal-controlled crossings:

- a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
- b. Where justified through analysis of the operations of the intersection.

Legal Authority and Program Funding for Adult Crossing Guards

Option:

Cities and counties may designate local law enforcement agencies, the governing board of any school district or a county superintendent of schools to recruit and assign adult crossing guards to intersections that meet approved guidelines for adult supervision.

Support:

There are various methods for funding a school adult crossing guard program. One of these methods is through the use of fines and forfeitures received under the Penal Code. Disposition of these fines and forfeitures is defined in CVC Sections 42200 and 42201.

An example of these dispositions by cities and counties is as follows:

- Disposition by cities (CVC 42200). Fines and forfeitures received by cities and deposited into a "Traffic Safety Fund" may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the city.
- Disposition by county (CVC 42201). Fines and forfeitures received by a county and deposited in the road fund of the county may be used to pay the compensation of school crossing guards, and necessary equipment and administrative costs. The board of supervisors may adopt standards for crossing guards and has final authority over the total cost of the crossing guard program.

Section 7E.03 Qualifications of Adult Crossing Guards

The following is added to this section:

Training Programs for Adult Crossing Guards

Guidance:

Adequate training should be provided in adult crossing guard responsibilities and authority. This function can usually be performed effectively by a law enforcement agency responsible for traffic control.

Training programs should be designed to acquaint newly employed crossing guards with their specific duties, local traffic regulations, and crossing techniques. Training workshops may be used as a method of advising experienced employees of recent changes in existing traffic laws and program procedures. For example, crossing guards should be familiar with the California law which provides that any person who disregards any traffic signal or direction given by a non-student school crossing guard authorized by a law enforcement agency, any board of supervisors of a county or school district shall be guilty of an infraction and subject to the penalties of Section 42001 of the CVC (Section 2815).

Section 7E.04 Uniform of Adult Crossing Guards and Student Patrols

The following is added to this section:

Standard:

The use of the School Safety Patrol uniforms and insignia shall adhere to the following regulations (California Code of Regulations 576):

- (a) A school safety patrol member (except a member of the R.O.T.C. or California Cadet Corps on traffic duty in his official uniform) shall wear, at all times while on duty, the basic standard uniform specified in this section, except that the rainy day uniform may be worn under appropriate weather conditions. Only the optional additions specified in this section may be added to the uniform.
- (b) The basic standard uniform for patrol members is the white or fluorescent orange Sam Browne belt and either an overseas type federal yellow or fluorescent orange cap or a yellow or fluorescent orange helmet.
Optional additions to the basic standard uniform are any or all of the following:
 - (1) Colored piping on the federal yellow cap.
 - (2) Colored striping on the yellow helmet.
 - (3) A red or fluorescent orange upper garment
 - (4) Insignia or a special badge identifying the organization, to be worn on the left breast, left arm, or cap.
- (c) The rainy-day uniform is a federal yellow raincoat and a federal yellow rain hat. The Sam Browne belt may be worn over the raincoat.
- (d) The insignia, or special badge and cap shall be worn only during official school safety patrol duty, except that the governing board may authorize members of the school safety patrol to wear the uniform and insignia for special school safety patrol functions.

Section 7E.05 Operating Procedures for Adult Crossing Guards**Standard:**

In Paragraph 2 (“Adult crossing guards...”) second sentence (“The STOP paddle...”), the word “should” is changed to “shall”.

The following is added to this section:

Option:

The 600 x 600 mm (24 x 24 in) size of the STOP paddle may be used where greater emphasis is needed and speeds are 50 km/h (30 mph) or more.

Section 7E.07 Student Patrols

The following is added to this section:

Standard:

For all purposes in this Supplement, “School Safety Patrols” shall mean “Student Patrols” as referenced in the MUTCD.

Legal Authority for School Safety Patrols**Standard:**

School Safety Patrols shall be authorized by the local school board. School authorities shall be responsible for organizing, instructing and supervising patrols with the assistance of the local police.

Support:

The California Education Code, Sections 49300 to 49307, and the California Code of Regulations, Sections 570 to 576 and 632, authorize the development of School Safety Patrols and outline rules for implementing these programs within the state.

Section 7E.08 Choice of Student Patrols**Standard:**

In Paragraph 1 (“Student patrols...”), second sentence (“They should be...”) is deleted and replaced with the following:

They shall be students from the fifth grade or higher and shall be at least 10 years of age. Refer to California Code of Regulations Section 571.

In Paragraph 2 (“Parental approval...”), the word “should” is changed to “shall”. Refer to California Education Code Section 49302.

Section 7E.09 Operating Procedures for Student Patrols

The following is added to this section:

Support:

School Safety Patrols control children, not vehicles.

Standard:

School Safety Patrols shall stop children back of the curb or edge of the roadway and allow them to cross only when there is an adequate gap in traffic (see California Code of Regulations Sections 570 to 576 and 632 for School Safety Patrols operating procedures and requirements).

Criteria for Student Patrols**Option:**

A student patrol may be established at locations where an existing traffic control device, police officer or adult crossing guard is in operation. They may also be used where there are adequate crossing gaps in vehicular flow at an uncontrolled crossing and it is desirable to use student patrols to guide the school pedestrians.

Support:

To determine the frequency and adequacy of gaps in the traffic stream, refer to Section 7A.03.

CHAPTER 7F. GRADE-SEPARATED CROSSINGS

Support:

No Comments.

This MUTCD Chapter is adopted as is for California.